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2. PUBLIC COMMENT

Dear Jennifer,

The letter that follows has been e-mailed to all the City Council; but would you please do me the favor of reading it into the record at the next meeting. Thank you.

I hope that all is well with you and yours.

Sincerely,

Marty Westland



Re. ECC Mt'g. 3/9/23 Resolution 2023-03

To Whom it May Concern:

I am alarmed that an action item appears on the agenda to approve resolution 2023-03. This would memorialize Ely's support of Senate Bill 186 that, if passed, effectively removes the East Ely Depot and Freight Barn from the State of Nevada Museum system.

For more than thirty years the State of Nevada has pumped millions of dollars into the preservation and operation of those buildings. And now the City of Ely and the Railroad Foundation suggest that they can continue this endeavor? Unbelievable! This action will end a steady stream of dollars into Ely from Carson City. Currently more than \$9,000,000 are budgeted to further improve the Freight Barn, and earth-quake proof the passenger depot. Are we that confident in our resources to presume that these improvements are possible without State funding? Think about the loss of "out-of-town" revenue to your constituents - the businesses and residents of Ely.

I urge you reconsider this resolution.

Sincerely,

Marty Westland

e-mail: martywestland@att.net or mail: P.O. Box 151047, Ely, NV 89315

Ely City Council
488 Mill Street
Ely, NV 89301

MAIL

3/6/2023

RE: March 9, 2022 Hearing - Converting Murray and Mill Streets to One Way Traffic.

Dear City Council -

During this open comment period, we wish to be counted as voicing the following comments on the above subject:

Truck Traffic Street Damage – Damage is occurring to Mill Street pavement due to the frequency of semi-truck (Big Rig) traffic. On most days, approximately six combination vehicle big rigs (licensed weights 80,000 pounds each) travel north or south on the street. Semi-truck traffic is prohibited on Mill Street by signage posted at the intersection with State Highway 6. (Another smaller sign is located adjacent to the Ely City Offices but is too late for the southbound truck to turn back to Altman) On occasion, we have followed some of these north bound trucks. Not one turned right into the shopping district onto Altman! All appear to be using Mill Street as a short cut to avoid traveling to Great Basin Blvd. We suggest that signage at Altman and State Highway 6 be substantially improved so as to come to the attention of drivers to prohibit truck traffic. Law Enforcement would also improve the problem.

Mill Street's Icy Hill – In the winter, Mill Street from 5th Ave to Dickerson becomes very icy. Several traffic accidents have occurred. North bound traffic are unable to see the iced road due to the crest of the hill at Dickerson on Mill Street and have slid down Mill colliding into other vehicles parked along the east curb. Therefore, we encourage that Mill Street be made the *south bound street*.

Bus Stop Red Zone - School buses travel southbound on Mill Street. (All school children gather along the west side of Mill Street to board and exit buses) The bus stop at intersection of Dickerson and Mill Street becomes hazardous for the children anytime vehicles are parked along the west side curb of Mill Street between 1245 Mill Street and Dickerson Ave. (See icing comments herein which greatly increases the hazard for children in winter months) Therefore, we suggest that the curb in front of 1245, 1255 and 1295 Mill Street (west side of street) remain signed "No Parking This Side of Street" and be red curbed. Note – The No Parking sign at 1295 Mill Street (was posted on the 20 MPH sign post) is now missing and the red curb area has faded completely away.

Respectfully Submitted

Michael Oliphant, Karl W (Bill) Axelgard
Suzette Axelgard, FNP. Taura Derrick
Krosby Cox. Lyndon Cox.
1245 Mill Street
Ely, NV 89301
435-632-6442

Suzette Axelgard
Taura Derrick
Lyndon Cox
Krosby Cox

March 7 2023

Jennifer Lee
City Clerk

That is a good idea making Murry Street a one-way Street, being it is so narrow. But not the way They propose routing Traffic north bound one-way on Murry Street. Traffic south bound one-way on Mill Street.

As proposed Traffic north bound on Murry Street entering Aultman Street is narrow and you can't see Traffic coming from the west. The Art Bank Building and parked cars in front and alongside of Aultman Street. Getting onto Aultman Street at this point is hazardous.

As proposed Traffic south bound one-way on Mill Street will have Traffic on Canyon Street and Pine Street getting back into Ely crossing over to Murry Street on the narrow side streets between Mill Street and Murry Street. The side street at the south end of Ely City Park in front of the Old Armory will have Traffic crossing over to Weber Street to get to Murry Street going against one-way Traffic south bound on Mill Street.

Can Weber Street handle the Traffic? What will the Nevada State Police in the Old Armory do?

Routing Traffic south bound on Murry Street residential Traffic and other Traffic could be kept to a minimum. GPS's show Murry Street as the south route out of Ely when in downtown Ely.

Leave the streets the way they are, the proposal would add to more vehicle congestion and unchecked vehicle speeding.

If not make Murry Street into one-way Traffic south leave Mill alone with two-way Traffic.

Trivia - Murry Street not long ago was the main route in and out of Ely to and from the southwest. Serving communities Lund, Preston, Duckwater, Tonopah and ranches.

Myself and others have and are being subjected to this Murry Street poorly engineered dilemma!

Respectfully
Ralph J. Gubler

Jennifer Lee

From: Kerri Pintar <kerripintar@icloud.com>
Sent: Wednesday, March 8, 2023 9:03 PM
To: Terrill Trask; Kurt Carson; Samantha Elliott; Jim Alworth; Jerri-Lynn Williams-Harper; Nathan Robertson; Jennifer Lee; Mike Sturgeon; Janette Trask; Pat Stork; Leo Cahoon; Mike Cracraft; almborg@basineng.com
Subject: Comments/Concerns for Public Hearing Scheduled 3/9/23 RE: Mill/Murry Streets to be read on the record please :)

June 14, 2022 there was a traffic count study done by Basin Engineering for Murry Street regarding the removal of excessive stop signs. Per the official count over a 17-day period only 1663 vehicles traveled on Murry street which did not adequately support the necessity for multiple stop signs; subsequently the signs were removed and Basin Engineering was paid to conduct the study. What will your new traffic pattern increase daily traffic counts to? Was a new study completed?

Additional documentation requested from the Mayor at the July 14, 2022 meeting requested options to manage speed control on Murry Street. Horizontal deflections, vertical deflections (speed bump) and Intelligent Transportation System Technology were all examples of options identified to reduce speeding. A speed bump was decidedly the most effective option and the road department was to be included in coordinating the installation. To date, this has NOT been done.

On December 15, 2022 Basin Engineering submitted the proposed possible layout to change Mill/Murry streets to one way traffic; this is a discussion that needs to be discontinued immediately. Talking points identified from Mr. Alworth's agenda item included several ideas which will not materialize into a workable traffic pattern. And what was the cost billed to the city for Basin Engineering's suggested layout?

City snow removal equipment will plow snow in either direction on one-way streets with snow being plowed to the sides. Where is an oncoming car to move if the plow is coming at them while plowing in either direction? Having an exceptional snow year, I would invite you all to tour the 1400 block of Mill Street where traffic is already restricted to one-way because the road width is reduced to less the 50 feet; it is not working and no one parks on either side of the street!!!

In an additional document attached to tonight's agenda, I received the estimate for signage alone costing \$10,640. Where's the rest of the estimated costs for this project. I was informed the cost alone to complete said project is upwards of \$1 million dollars; of which \$497,500 would come from the city's share of the RTC funding for the year leaving only \$2,500 for other city road projects and equal match coming from the county's share. RTC funds should continue to be used for maintaining existing roads in dire need of repair, of which there are too many to count.

Finally, you estimate construction to be completed in the Fall of 2023 pending budget approval. I hope your contractor of choice will not be JCR as they were overbudget and estimated timeframes for completion of the last project awarded on Murry Street. It seems cheaper is NOT always better when you're overextended on too many other projects such as the duck pond, Taylor park, etc. Finally, please choose a contractor who will complete the job on time and in budget should you disregard my suggestions to abandon this ill-conceived idea.

Kerri Pintar
1417 Mill Street

-----Original Message-----

From: Jean Kneese <m-jkneese@outlook.com>
Sent: Wednesday, March 8, 2023 9:07 PM
To: Jim Alworth <CouncilSeat4@cityofelynv.gov>
Subject: Murry Canyon streets

✓ I was just informed today about the item on Thursday's agenda regarding making Mill and Murry streets one-way. And, the strip where I live, that is where Mill forks to the right and joins with Murry a bit further south. I live on that right fork of Mill. I must say, that is an asinine thing to consider.

It's not like there is that much traffic in the canyon nor is there an open school to consider. Murry has traditionally been one of the last streets to be repaved. For the last few years it has just been getting the largest potholes patched to a small degree. That road also seems more narrow than Mill so accommodating highway long-haul trucks could be dangerous.

If this was done as was presented to me, consider this scenario: If I were to visit someone 2 blocks north on Mill, I would have to go to the fork on Mill, turn right to the next fork, turn left, drive 2-3 blocks north, left, then left again to get to my friends home. Sure would take a lot of gas to just get 2 blocks north. Do you really think that is such a good idea right now considering the price of gas and the financial situation of a lot of folks?

We have considerable damage this winter on our residential streets because of the snow and freezing that has happened. That will take most of the street's budget this summer to repair most used streets. Murry probably would be put low on list of repairs. Murry Canyon has always been bumped to bottom of all street repair lists.

Jean Kneese
1379 Mill St.
Ely

Chair of the White Pine Mainstreet Association Caroline McIntosh stated I am here this evening to encourage your support for the approval of Resolution 2023-03 in support of the Senate Bill 186 regarding transfer of State of Nevada buildings at the Nevada Northern Railway Historic Landmark to the City of Ely and the Nevada Northern Railway Foundation. Despite what the letter submitted said the East Ely Railroad Depot Museum operated by the State of Nevada will

continue as a State Museum. Our community has waited over thirty years for the State of Nevada to make an investment, which they have not done so far. The \$9 million spoken about in the letter is not factual. They have a bill in for \$7 million after over \$1 million in architectural fees so there is no money in the bank at this point. I really encourage that you support this. White Pine Mainstreet Association unanimously supports this proposal and hope you will too.

George Chachas stated on your agenda items 9 one through ten you are to consider removing past due penalties for numerous individuals. I am not against them getting the write-off, but I want equal consideration and protection under the law. I want to remind you that I paid in full the principle and penalty amount on my property at 490 High Street as instructed in a letter from City Clerk Jennifer Lee dated November 25, 2019. To date the City continues to bill me up to \$2,008.20. The City has failed to reimburse me for the overpayments I made on the old Ely Grade School located at 622 High Street. I remind you the City gave the property owners at 790 Avenue I a \$4,000.00 or more write-off and they used all the utilities for years and had not paid. On your agenda item 10B-3 you are to consider the approval of Resolution 2023-03 regarding the support of Senate Bill 186 dealing with the transfer of the State of Nevada building at the Nevada Northern Railway National Historic Landmark to the City of Ely and the Nevada Northern Railway Foundation; that needs to be denied. No one at the Railroad Foundation has the expertise than the present curator, Sean Pitts. I remind you the Railroad failed to collect fifteen or more years of track rental fees from S & S Shortline and has cost the City possibly millions in legal fees, all to no avail. They do not operate under the Nevada Open Meeting Law, they have failed to answer the rumor of embezzlement, and they have a nepotism problem. The Mayor, Councilman Alworth, and Councilwoman Williams-Harper have a conflict; you can't represent the City and the Railroad fairly and you need to abstain. This should have not even come up.

NNRY President Mark Bassett stated when we get to the agenda item I have additional comments, but what I did want to present is the Foundation has received 264 letters in support of Senate Bill 186. I will give those to the City Clerk.

3. Mayor – Discussion/For Possible Action – Approval of Agenda, including removal of agenda items.

Councilman Carson moved to approve the agenda as presented. Councilwoman Elliott seconded the motion. The motion carried unanimously.

2. PUBLIC COMMENT CONTINUED

Ed Spear stated I want to encourage the Council to definitely vote in favor of Senate Bill 186. I think this is a long time coming. The other item I would like to comment on is regarding Mill and Murry Street. I spent most of my life on that street and I believe they need to be one-way streets. I think this winter proves that with the amount of snow.

4. CITY DEPARTMENT REPORTS

➤ PUBLIC WORKS SUPERVISOR

Public Works Supervisor Cracraft stated we have tried repeatedly to lower the rebuilt pump and motor on to the ports in the lift station and they won't accept it. I am coordinating with Fire Chief Stork, and we are going to put a young man down in there tomorrow from the Water/Sewer Department. It is completely drained and hopefully we can see what is hindering it from sitting in there. Hopefully after 8:30 tomorrow morning we will have it up and running.

➤ CITY ENGINEER

City Engineer Almberg stated we had a meeting with the PORTER Group yesterday and the Senators Office for this round of applications for earmarks. I thought it went very well with them. We presented four projects to them, and they were very positive of them all being acceptable projects to apply for. We are working diligently to get the preliminary applications in tomorrow and then will have time to add additional things. They are definitely rushing us because the schedule is about a month ahead of what it normally is. Our EA for our CDBG Bell Avenue Project is at the point where it is basically approved, and we will advertise for the NOI (Notice of Intent) and the FONSI (Finding of no Significant Impact) on that. Hopefully, in about thirty days it will be

through the public process, be approved, and work can start on that. We got an exhibit together for the Ice Plant Park on Belfort Avenue so the Council can look at it and determine what you want to do with that parcel. The Invitation for Bid on the Landfill runoff has been out for about a week and so far, we have four contractors that have picked up applications. Hopefully it will be awarded at the first meeting of next month. We are finishing up our MOU for our project on Murry Street Project finishing up all the SHPO requirements that are associated with it.

5. NNRY FOUNDATION REPORT

NNRY President Mark Bassett reviewed the following report:

NEVADA NORTHERN RAILWAY
NATIONAL HISTORIC LANDMARK



Nevada Northern Railway Foundation

A Nevada 501 (c) 3 Non-Profit Corporation
Depot: 1100 Avenue A, Ely, Nevada 89301
Mailing Address: PO Box 150040, Ely, Nevada 89315
Voice: (775) 289-2085 • Web: www.nnry.com • E-mail: info@nnry.com

Monthly Operations Report for February 2023

1. Locomotive Status – Updated
 - a. Locomotives in service: #81, #105, #109, #204, #310, Wrecking Crane A & Rotary B.
 - b. Locomotive 93 is out-of-service. Repairs are proceeding on her valve chests. We have finished boring the cylinders.
 - c. Locomotive 40 is out of service for her heavy repairs. We have started on her repairs; she will be out of service until 2024.
 - d. Locomotive 801 still needs some work to bring her into compliance with modern locomotive standards.
 - e. Locomotives out of service needing moderate repairs: #201 and #34
 - f. Locomotives waiting funding for restoration: Steptoe Valley Smelting and Mining #309, Kennecott 802 and Rotary Snowplow B (for boiler overhaul.)
 - g. Locomotives out of service needing heavy repairs #80 and the military locomotives.
3. Rolling Stock Status – Updated
 - a. Passenger equipment in service: #07, #08, #09, Flatcar #23, Coach #5, Baggage Car/RPO #20, Outfit Car #06.
 - b. Passenger equipment out of service: #10, #2 and #05 needing heavy repairs.
 - c. Caboosees in service: #3 and #22 are operational.
 - d. Caboosees out service: #5 and #6. Caboose #6 needs a 50-year waiver.
4. Track Status – No change
 - a. Keystone Branch is open
 - b. Adverse Branch is open.
5. Ridership and Ticket Sales – Updated
 - a. In February we carried 301 passengers, this is a 4% increase compared to 2022.
 - b. Year to date we have carried 414 passengers, this is a 6% increase compared to 2022.
 - c. Since operations began in 1987, we have carried 348,266 passengers.
6. Economic Impact – Data from Travel Nevada Visitor Facts Pony Express 2016-2020
The average non-gaming & gaming daily expenditure per overnight visitor \$140.
Economic impact for February 2023 is $301 \times 140 = \$42,140$
Economic Impact Year To Date is $414 \times 80\% \times 140 = \$46,368$
These numbers only reflect the economic impact of our train passengers and does not include visitors who did not ride the train.

Award Winning Destination

Best Adrenalin Rush in Rural Nevada - 2020
Trip Advisor Certificate of Excellence – 2020, 2019, 2018, 2017, 2016, 2015, 2014
Best Museum in Rural Nevada – 2020, 2017, 2016, 2014, 2013, 2010, 2009, 2008
Best Place to Take the Kids in Rural Nevada - 2020, 2019, 2018, 2015, 2014, 2013, 2012, 2011, 2010, 2009, 2008, 2007

7. Social Media: Our reach on social media continues to expand, in February:
- a. We reached 3,433,675 people.
 - c. We have 130,315-page likes.
 - d. 178,382 people follow our page.

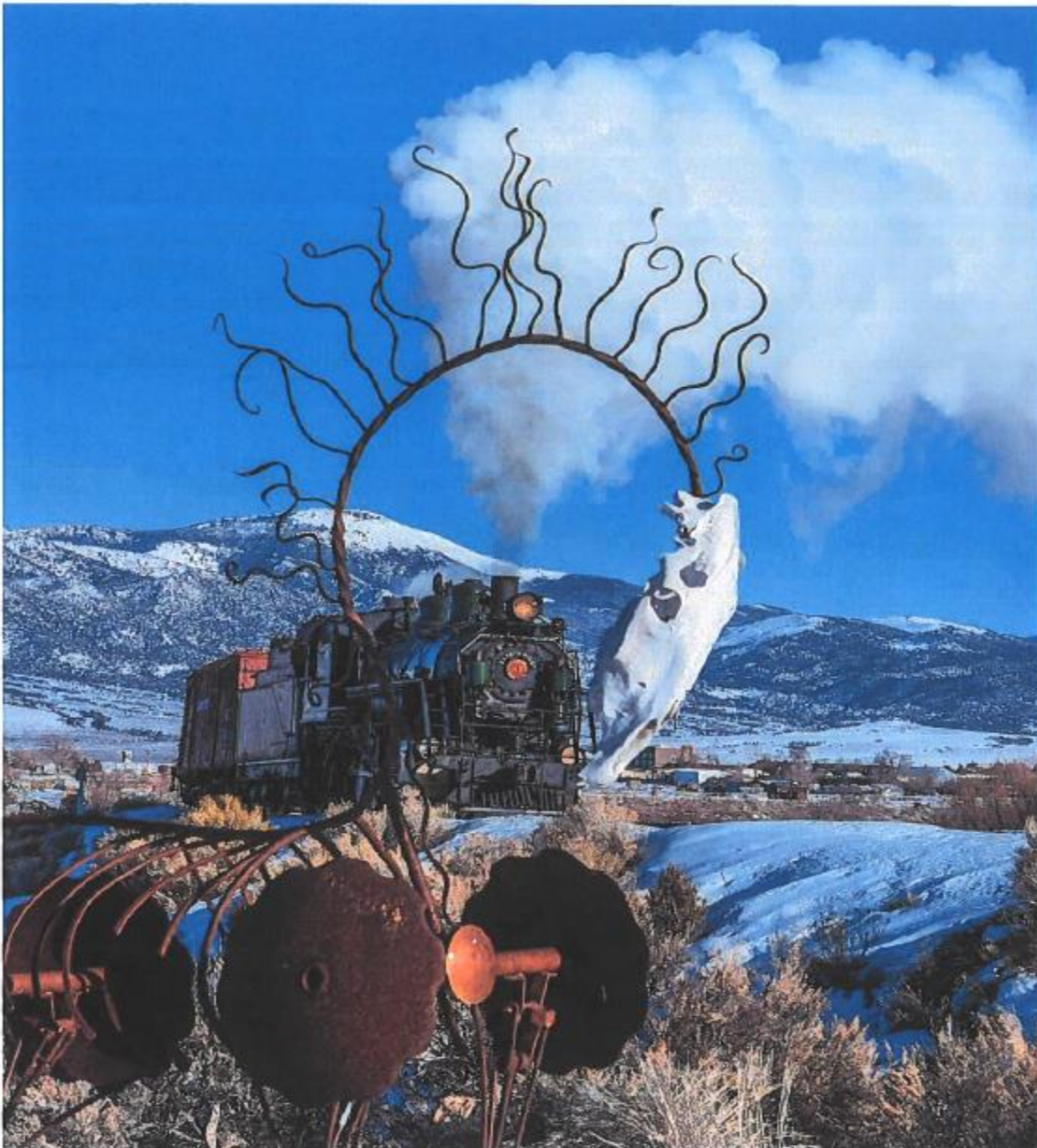
8. Review of the past month



Snow has been a constant issue. Standing next to the snow at Keystone is Kurt, our track foreman. He is 6' 1 " tall!



We have finished boring the valve cages on Locomotive 81. The next step is to make new piston rings.



We hosted our annual photo shoots and photo workshops in February. Included in the program are scholarships for young photographers. Garrett Monnin was able to tie together the railroad with the our community art program.

6. REPORTS

➤ MAYOR ROBERTSON

Mayor Robertsons stated I will be going to Vegas for a round table discussion with the PORTER Group and a member of the Congressional Infrastructure Committee and I am looking forward to the opportunity to talk about our infrastructure needs. I would also like to make the Council and the public aware the architect for the City Hall Project will be here March 16th holding a public information meeting. Members of the community can show up and share the items they would like to see as part of the renovation or community needs, they would like the architect to be aware of. Once the architect is done compiling information from the community and staff he will be coming with a report to the Council. This weekend is the Film Festival and I encourage everybody to go down to the Art Bank, the theater, or come to the red-carpet event tomorrow night. It is all in benefit of some good stuff and we are excited it is happening here in town again. They will also be screening the film “The Great Basin” that was done in our area.

➤ COUNCILMAN CARSON

Councilman Carson stated I would like to give a big thanks to the Water Department. They have had a lot of late nights with all these water breaks, and they are doing the best they can and my hats off to them.

10. ITEMS FOR DISCUSSION/POSSIBLE ACTION ONLY OF THE ELY CITY COUNCIL.

A. CONSENT AGENDA

Councilman Alworth disclosed I am a past member of the Volunteer Fire Department and bills that are paid on behalf of the City of Ely Fire Department I believe are paid in the best interest of the citizens.

Mayor Robertson stated my spouse is a member of the Volunteer Fire Department and is not treated any differently than any of the others so I will not be abstaining, and I also don’t vote.

MOTION: Move to approve the Consent Agenda item 10A-1 Minutes and 10A-2 Bills.

Moved by: Councilwoman Elliott Second by: Councilwoman Williams-Harper Vote: Unanimous

1. Discussion/For Possible Action – Minutes
 - February 9, 2023
2. Discussion/For Possible Action – Bills.
 - March 2, 2023

B. NEW BUSINESS

1. Councilman Alworth – Councilwoman Elliott– Discussion Only – Update on Porter Group efforts on the City of Ely’s behalf to secure federal and State funding.

Councilwoman Elliott stated B.J. kind of talked about this already, but we did meet with staff from Senator Cortez-Mastos and Senator Rosen’s office and our four projects are looking pretty good. The projects prioritized are sewer infrastructure, the Fire Station, Campton Street, and security cameras in the City.

7. THE MAYOR WILL RECESS THE REGULAR CITY COUNCIL MEETING FOR A PUBLIC HEARING AT 5:30 P.M. ON THE FOLLOWING TOPICS.

1. Councilman Carson – Public Hearing - Discussion Only – Approval to convert Murry and Mill Streets to “One-Way” traffic, with Murry Street heading northbound into town and Mill Street heading southbound out of town.

Melody Van Camp stated I live at 1125 Murry Street, and I have lived there for thirty years. I am in favor of making Mill Street and Murry Street one-way. Many residents do not have off street parking on Murry and with cars and trucks parked on both sides of the

road it is a tight squeeze. If you are driving up the road and you meet a larger size pickup or vehicles pulling a trailer and they are coming down the road you have to pull over because there just isn't enough room. Many residents do not shovel or remove the snow at all on the sidewalks; it is slick, dangerous, and at times sporadic. For kids walking to the bus stop or people just walking in the mornings, you are forced to walk out in the street. One-way traffic would be much safer with not so much traffic on that road. The snow berms in the middle of the road make it impossible to pass vehicles when they are parked on both sides of the road. There are times I can't even get out of my driveway. I walk my dogs every morning and we do come up Mill Street and we are in the road because of all the snow and it would be safer if it was a one-way.

John Borghoff stated I have lived at 1116 Murry Street for twenty-five years. My opinion is Murry Street should be going south and Mill Street should remain the same. First off, you are going to have quite a job just rearranging Murry Street and Mill Street where they come together. If you are going to change the traffic you have a big dip and trailers and trucks that are going to travel across makes it impossible. It is very narrow at that junction so I would like Murry Street to just go south and Mill Street to remain the same.

Norene Fincher asked if they do this are they going to start clearing the side streets? They are never cleared so people will have to go all the way up Murry to come back down Mill.

Scott Brown stated I live at 1210 Murry Street, and I have lived there for about three years. If you go with the plan of southbound on Mill and northbound on Murry I would like to see speed controls and not just speed limit signs as those don't slow speeders down.

Lori Hunt stated I live at 1270 Murry Street, and I have been a canyon commuter for about forty years. I feel like this is a bit of a premature conversation and I would invite you all to drive down Murry Street and try to go up and down Dickerson navigating the potholes in the dirt. At the end of my driveway, I have to commute through about thirty feet of mud with holes that is just a disaster because that road never got finished. I know it is an unusual year because we have had so much snow and I feel bad for all the snowplow folks. Not to be redundant and say things that have already been said, but I agree I am not opposed to a one-way street but would also like to see Murry Street be southbound instead of northbound. I feel like if you funnel all the traffic coming off the bypass from Lund, Preston, and that area it's already a narrow road. Whether you left Mill Street as is or not I would rather see Murry Street be southbound and Mill Street be northbound because I feel like it is not a good idea bringing all the traffic down Murry Street as they do not slow down.

Mayor Robertson stated the plan is to implement this after the paving project gets done on Mill Street this summer.

Skip Cunningham stated I live at 1100 Mill Street. My first question is whose idea or where did this idea come from for one-way traffic on Murry and Mill. I know everybody is representing Murry Street, but we have lived in the canyon since 1990.

Mayor Robertson stated it has been a conversation the Council has been having for a number of years to address narrow street parking in the canyon.

Skip Cunningham stated one of the issues we have on Murry Street is everybody parks on the sidewalk and a lot of the sidewalks aren't even shoveled. We have ordinances for

both, but it is impossible for Scott to enforce because we have a court system that won't do anything about it. I don't necessarily see turning Murry into a one-way or Mill is going to prevent people from parking on the sidewalks. I also question in those winter nights that we do have to divert all the traffic coming off the bypass down through the canyon; I think it has happened maybe twice this year. I agree this has been an unusual year. With the one-way will there be parking on both sides of the street?

Mayor Robertson stated that would be the idea.

Skip Cunningham stated which is going to narrow that street. We have already put a STOP sign on Dickerson, but that doesn't slow down our traffic. I think we get a lot more pedestrian traffic on Mill Street, and we have school bus stops which is going to narrow it. I am not really for the idea, and this is the first I have really heard of it. Has NDOT been involved, have we done traffic counts, have we really looked at what's going on or is this our Ely idea of let's get creative.

George Chachas stated you should consider sending a ballot out for all residents on both of those streets that are affected. Some people read the legals and some may not have heard of this. I am getting mixed signals from the people that do live up there, but I think it is in the best interest of the City to poll the residents, review that, and go from there.

8. DISCUSSION/POSSIBLE ACTION ITEMS PERTAINING TO THE PUBLIC HEARING.

1. Councilman Carson – Discussion/For Possible Action – Approval to convert Murry and Mill Streets to “One-Way” traffic, with Murry Street heading northbound into town and Mill Street heading southbound out of town.

Councilman Carson stated I do know this has been put on the agenda a couple of times since I have been here and I did get brought in this time a little bit late. I am willing to hear everyone's input and suggestions. I think the Engineer should speak to how this came to light.

City Engineer Almberg stated a lot of things were said tonight and what is driving this is the parking on the sidewalks. It is not good for our sidewalks and the roads are narrow and not easy to go down. I think from a safety aspect it would help the situation because people wouldn't be parking on their sidewalks anymore, because they wouldn't need to. I think they park on the sidewalks to protect their vehicles from getting hit on these narrow roads. By making it a one-way it would alleviate people from having to walk in the street and help with safety. As far as the directions going north and south; at the intersection of Murry and Mill if we switch the directions as discussed it would cause crossing traffic and a hazardous situation. In some of the letters and comments people talked about the cost and expense of that roadway. The RTC has been looking for a couple of years now as they have been doing the different phases and the intention would be not to make it a one-way until after the last phase is done and the paving is done if this is approved tonight. The other thing is the intersection with the deep valley gutters and our intention is we would improve that intersection so it would be a much smoother transition. One of the other concerns was the cost. The cost of improving that intersection is a very small cost overall to complete it down to Murry. As a quick dirty calculation for just the improvements such as curb, asphalt type II, and valley gutter up in that area I anticipate the actual improvements on the ground are around \$15,000.00 to \$16,000.00 additional to make it one-way.

Mayor Robertson asked on your estimate just for the signage I noticed this doesn't include anything for traffic striping. Would you recommend that if we do this?

City Engineer Almberg stated there is striping and signage in that estimate. I am looking at the cost estimate for budgeting to try and do the next phase of the project.

Mayor Robertson stated I know on Mill there is still some double yellow lines and I would assume if we are doing one-way each way we would want to do some traffic striping and signage on the road in addition to the signage being replaced on the poles.

City Engineer Almber stated correct, my anticipation is we could do this with the paving project and the completion of the project so let's put that into this budget.

Councilman Carson stated after listening to some of the conversations tonight I personally think we might have a little more cost in this than we anticipated. I think the side streets that connect Mill and Murry going up the canyon should be addressed too because they are going to see a lot more traffic, and that is something we did not consider.

Mayor Robertson stated there is that aspect, and the other aspect is how to crack down on parking on the sidewalk and people abandoning cars in the road. You are required to provide your own parking on your property and whether you have it or not is really not the public's issue; that's the responsibility of the property owner. We have got to balance this where we have limitations. I live on a narrow road as well, and we still have the same issue up on the terrace if too many people are parking on the road you can't get by; you have to wait and go around. I am not sure there is a silver bullet there.

City Engineer Almberg stated there is no silver bullet. There is always going to be pros and cons no matter what direction we go.

Mayor Robertson stated I think as a part of that too we should have some speed tables down there to slow traffic down because STOP signs aren't going to be what does it. If it is one way and they feel like they have more latitude because they are not worried about oncoming traffic it could inadvertently increase speed for some of those people and we don't want to have that happen.

Councilwoman Elliott asked is there any way to put up more signage for semis because I know that is an issue or a "Don't Enter" sign.

City Engineer Almberg stated in one of those letters it expressed there are signs out there that they are not supposed to be going down that road so I don't know how you stop that.

Mayor Robertson asked is there something we can do, because I think during one of these conversations someone had mentioned if you are using a GPS or your phone that is how it tells you to go.

City Engineer Almberg stated if we could fix our GPS because plenty of people end up down those roads as well as in other places too.

Mayor Robertson stated I know you can do some data correction on Google and is that something we can do?

City Engineer Almberg stated I can't answer for sure, but we can surely reach out and see if that is something we can fix showing it is not a through route through town.

Councilman Alworth stated can I ask the Fire Chief to give us a couple comments. The canyon has always been an issue for fire engines and ambulances. What is your opinion Chief Stork?

City Fire Chief Stork stated it is really not going to make a difference for us because there are plenty of places there are one-way roads. If we need to get in and access one way because we have to position a ladder we are not worrying about what way the arrows on the sign are going; we are going to try and close the road and go in either way. It is definitely a hinderance when there is parking on both sides and there is a windrow and you have a firetruck or an ambulance you are trying to get in. A one-way would definitely make it smoother and easier. I agree there are probably some more unanswered questions on a few things, but for us it is not going to be a big hinderance, but I think it would be easier if it was one-way.

Councilwoman Williams-Harper stated I don't think it is a bad suggestion and I think Mr. Chachas was on to something with letting residents on both Mill and Murry know what is going on. We have had a lot of good people write letters, but I think with as much as we advertise things, we sometimes miss people and I think it would be nice if those residents got something in the mail from the Council, so they know exactly what is going on in their neighborhood.

Mayor Robertson stated what about the idea of suggesting a one-way on Murry and leaving Mill as is?

Councilman Carson stated I really like that suggestion by doing Murry Street southbound and leaving Mill alone.

Mayor Robertson stated we wouldn't be making any changes to the parking just to the one-way street and hopefully allow those people some room there for parking. It would have to be northbound to B.J.'s point otherwise they would have to cross at that intersection.

Councilman Alworth stated if I understood you right, north on Murry, but if a truck came down, he could choose to go down Mill Street if we left that both ways. Mill Street was U.S. 6 when it was constructed years ago, and it had the extra thick asphalt. We don't need semi's going down Murry Street and tearing up those roads. If a truck slips through the system, I think we would rather have it on Mill Street.

Mayor Robertson stated I think you are right.

Councilman Trask asked is this something we would have to have another conversation since it is not what we suggested on the agenda?

City Attorney Cahoon stated the language in this agenda item is pretty clear how we want to do that so I would recommend tabling it and placing it on another agenda to make it clear and if you want to notice the residents.

Mayor Robertson asked could they also have the option to table the item and send out a survey with those options to residents?

City Attorney Cahoon stated yes.

Councilman Carson moved to table consideration to convert Murry and/or Mill Streets to “One-Way” traffic and send a survey to residents on Mill and Murry Street to get their input. Councilwoman Elliott seconded the motion. The motion carried unanimously.

9. ITEMS FOR DISCUSSION/POSSIBLE ACTION OF THE ELY CITY COUNCIL AS RECOMMENDED BY THE MUNICIPAL UTILITIES BOARD.

Mayor Robertson opened items one through ten together.

1. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$690.58 from Baker Ranch FS #1 Mobile Home, Baker, Nevada at the request of Property owner, William F. Ilchick.
2. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$282.33 from 12 Daly Street, Ruth, Nevada at the request of Property owner, Kelvin Laird.
3. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$282.33 from 14 Daly Street, Ruth, Nevada at the request of Property owner, Kelvin and Kathern Laird.
4. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$546.05 from 17 North Fourth Street, McGill, Nevada at the request of Property owner, Duane Wilson
5. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$546.05 from 19 North Fourth Street, McGill, Nevada at the request of Property owner, Duane Wilson
6. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$1,435.58 from 17 Mahogany Street, Ruth, Nevada at the request of Summer Rene Hauser Power of Attorney of deceased Property owner, Michael Hauser.
7. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$353.13 from 31 N. Cedar Street, Cherry Creek, Nevada at the request of Property owner, Armando Honorato and Carlos Acovedo.
8. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$78.36 from 2584 North 35 West, Ely, Nevada at the request of Property owner, Jenny Lynn Dawson.
9. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$128.30 from 2 Sixth Street, McGill, Nevada at the request of Property owner, Scott Rogan.
10. Board Members – City Clerk Lee - Discussion/For Possible Action – Approval to remove past due utility fee penalties up to the amount of \$318.60 from 13 Avenue G, Ely, Nevada at the request of Property owners, Erik and Patricia Maurer.

Councilman Carson stated the Municipal Utilities Board recommended approval on all of these items.

Councilman Carson moved to approve removal of past due utility fee penalties up to the amount of \$690.58 from Baker Ranch FS #1 Mobile Home, Baker, Nevada at the request of Property owner, William F. Ilchick. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve removal of past due utility fee penalties up to the amount of \$282.33 from 12 Daly Street, Ruth, Nevada at the request of Property owner,

Kelvin Laird. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$282.33 from 14 Daly Street, Ruth, Nevada at the request of Property owner, Kelvin and Kathern Laird. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$546.05 from 17 North Fourth Street, McGill, Nevada at the request of Property owner, Duane Wilson. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$546.05 from 19 North Fourth Street, McGill, Nevada at the request of Property owner, Duane Wilson. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$1,435.58 from 17 Mahogany Street, Ruth, Nevada at the request of Summer Rene Hauser Power of Attorney of deceased Property owner, Michael Hauser. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$353.13 from 31 N. Cedar Street, Cherry Creek, Nevada at the request of Property owner, Armando Honorato and Carlos Acovedo. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$78.36 from 2584 North 35 West, Ely, Nevada at the request of Property owner, Jenny Lynn Dawson. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$128.30 from 2 Sixth Street, McGill, Nevada at the request of Property owner, Scott Rogan. Councilman Alworth seconded the motion. The motion carried unanimously.

Councilman Carson moved to approve the removal of past due utility fee penalties up to the amount of \$318.60 from 13 Avenue G, Ely, Nevada at the request of Property owners, Erik and Patricia Maurer. Councilman Alworth seconded the motion. The motion carried unanimously.

Mayor Robertson stated I would like to thank the City Clerk and Patti for all the work on these accounts and getting people updated; it has been great.

B. NEW BUSINESS CONTINUED

2. Councilwoman Williams-Harper – Nevada Northern Railway Foundation President Mark Bassett – Discussion Only – Update on funding the Northern Line rehabilitation project to open the Nevada Northern Railway for freight traffic from Ely to the transcontinental railroad interchange at Shafter, a distance of 121 miles.

NNRY President Mark Bassett stated we were working on what is referred to as a RAISE Grant from the federal government to open up the railroad. I approached you and the City was generous to provide a \$25,000.00 grant to pay for grant writers to do that. Subsequently to that I was having a conversation with the grant writers and there is a second grant called the CRISI Grant. The RAISE Grant is open to any grant for surface transportation and is capped at \$45,000.00. The CRISI Grant is specific for rail infrastructure projects, and it has no cap. We have changed gears and abandoned the RAISE Grant and going to go with the CRISI Grant so the City's contribution is still being used for that grant. The CRISI Grant is due at the end of the year and the

additional time gives us the ability to actually bring the grant writers out here and actually inspect the entire line. The entire idea behind the grant is to essentially rebuild the entire railroad from Shafter, the transcontinental interchange all the way up to Keystone, the interchange with the Mine. This is the smarter way of spending that money the City gave us for the grant writer.

3. Councilwoman Williams-Harper – Discussion/For Possible Action – Approval of Resolution 2023-03 in support of Nevada Senate Bill 186 regarding transfer of State of Nevada Buildings at the Nevada Northern Railway National Historic Landmark to the City of Ely and Nevada Northern Railway Foundation.

NNRY President Mark Bassett stated the Nevada Northern Railway National Historic Landmark consists of fifty-six acres with sixty buildings and structures on the entire complex. The State of Nevada owns two of those buildings. Those buildings are the East Ely depot building, also known as the passenger depot, and the freight depot. Senate Bill 186 would transfer those two buildings back to the City of Ely and the Foundation. These two buildings were given to the State of Nevada in 1990 for no consideration and we had a similar bill in the 2021 session of the Nevada State Legislature and that was our first attempt of transferring those buildings. The big difference between 2021 and 2023 is this time we will not be incorporating the East Ely Depot Railroad Museum, which is a State of Nevada Museum that remains with the State of Nevada. It would remain in its current location on the second floor of the depot. Additionally, this bill would allow the State Museum to stay on the second floor rent free and cost free for ninety-nine years. The Foundation would cover the cost for all the buildings. Thirty-four years ago, when the railroad was given to the community involving the State of Nevada seemed to be a sensible plan. The reality is the Foundation has been able to raise and invest \$37,723.00 in the landmark. During the same amount of time the State of Nevada has only invested \$4.2 million. Furthermore, the Foundation currently has over \$11 million in active grants being invested in the complex. After the complex was gifted to the City of Ely and the Foundation, because Kennecott had just closed, we reached out to the State of Nevada and entered into intense discussions because at that time we thought who has deeper pockets, the State of Nevada or a brand-new non-profit. We came up with a plan and the plan was that the complex would be given to the State of Nevada, the City of Ely could get out of the railroad business, and the Foundation would operate the trains for the State of Nevada. The first step in this plan was in 1989 when State Legislature approved a bill accepting the East Ely Railroad Depot and the freight depot, but in the bill and in the deeds is a clause that the Foundation and The City retain the right to use the buildings forever, however we would like for any business activities of the Foundation. The State did not receive the buildings one hundred percent; there are our reserved rights in those deeds. At that time, we recognized the complex was going to need millions of dollars so the smart bet was through the State of Nevada. Unfortunately, the answer came surprisingly quick which entity had the staying power. Four short years after accepting the two buildings and only one year after the State Museum opened on January 12, 1993, the State of Nevada froze further negotiations on accepting parts of the railroad. The reason, “budgets are uncertain at this time due to past revenue shortfalls.” In other words, just after receiving the two buildings the State of Nevada did not have the money to proceed any further. No further transfers of the railroad to the State were made and everything stopped. Funding has been a continuing problem for the East Ely Railroad Depot Museum from the very beginning and it continues to this very day. In addition to the State refusing any additional parts of the Railroad in 1993, the State Museum was threatened with closure in 2009 and 2011. We made USA Today in 2008, “Railroad Museum in Ely Nevada to close.” Most people don’t realize there are two museums here and that damaged the Foundation. We lost grants, membership, ridership, and it was very distressing for us. I went to the state museum director at the time and said please if you are going to send out a press release, because the museum was on the chopping block again in 2010, saying the railroad museum is going to close please coordinate with me so we can say we are remaining open. They said they would do that and then the Governor’s Office sends out a memo that says, “railroad museum in Ely to close,” and it is déjà vu all over again. The problem with the two buildings and the State of Nevada currently in the Governor’s budget there are two capital improvement projects for the East Ely Depot, and it comes to about \$9 million. There were two other capital improvement projects that were not put into the Governor’s budget and one of those not

funded was an HVAC system for the depot building. I have a picture of the thermometer on the ground floor of the depot where the gift shop is, and the temperature is fifty-three degrees and I have people working there. The State has historic documents stored in the depot building and the cooling system is opening the windows, there is no control of the humidity or anything else, and all the windows on the building leak. Number one, the \$9 million that is currently in the budget there is absolutely no guarantee that will be funded. In fact, State museums has over \$60 million worth in needs and so the \$9 million for this building here is in the \$60 million lump sum they need. This building is so important because it would bring the two buildings under local control. The depot building is literally sitting on a pile of rocks for the foundation and after one hundred and sixteen years it is failing. The Division of Museums is well aware of the issue, but unbelievably repairing the foundation is not their top priority. Over the course of the past two years, they have spent over eight hundred thousand dollars on developing plans for the freight depot where that money could have been invested in the foundation of the depot. During his presentation to the Nevada State Public Works Board, Myron Friedman, the administrator of the Nevada Division of Museums said, and I quote, “but most of all we are just afraid of collapse.” Yet they have the freight depot project as a higher priority than the depot project. When Senate Bill 186 passes the community will not be losing a museum. The Bill transfers the buildings to the City and the Foundation, but the State’s East Ely Depot Museum will remain on the second floor of the passenger train depot rent and utility free for ninety-nine years. The \$9.7 million that is in the Governor’s budget can go towards the \$60 million that is needed in other state museums which would reduce the amount needed by State museums by sixteen percent. When the Foundation rehabilitates one of our buildings, we follow the gold standard, and the gold standard is the Secretary of Interior’s Treatment of Historic Properties. All of our plans are reviewed by the State Historic Preservation Office, we follow this to the letter. State Public Works gives it lip service. The States inaction on the freight depot is actually financially harming the Foundation now. The number one question we get is where is the museum? People come to the complex and they expect to go into a building rather than into an open building. Our vision is to take the freight depot and build a building inside of the existing building that has modern HVAC, alarm, fire suppression, and the whole ball of wax. Our goal is to become a Smithsonian Affiliate Museum. If we become a Smithsonian Affiliate Museum then we can use the Smithsonian branding which will bring us additional tourism here. It not only benefits the Foundation, but benefits the City too because we both receive room tax revenue. When we started receiving room tax revenue twenty years ago it was less than \$100,000.00 a year and now it is over \$300,000.00 and almost \$400,000.00 a year. Earlier this week I was in Carson City and was meeting with Nevada State Senator, Edgar Flores and Myron Friedman, who is the administrator of Nevada Division of Public Museums and during that meeting Myron said twice, “what a fabulous job the Foundation has done out here.” We have done a fabulous job according to Myron and the passage of Senate Bill 186 will allow the Foundation to continue to do its fabulous work here. We are requesting that you pass this resolution this evening.

Councilman Alworth asked when people have wedding receptions and so forth in the freight barn who collected and was there a rent charge on that building?

NNRY President Bassett stated there is a rent charge and that is collected by the State of Nevada.

Councilman Alworth asked if we turn this building into a Smithsonian Museum will that building still have a space to have wedding receptions and such?

NNRY President Basset stated absolutely. Museums are always trying to raise money including the Smithsonian, so they do have event spaces in their museums just for weddings, reunions, party, etcetera. We would continue that tradition.

Councilman Alworth stated it would be nice to have heaters and air conditioners as I have been there on both occasions.

Councilwoman Elliott stated I thought it was all part of the rail yard, I didn’t know there was a portion owned by the State. I don’t know if it is just me, or if other people in Ely thought that too.

NNRY President Bassett stated we have never really pushed that there are two museums because quite frankly the public doesn't care because the public is coming to visit the railroad. If you go to our social media and see a one star rating it is usually because the State Museum was closed and they blame us for that. There are two museums there, but we are ninety-nine percent of the complex.

Councilwoman Williams-Harper stated I think it would be nice if the resolution was read into the record.

Mayor Robertson read Resolution 2023-03 into the record.

RESOLUTION 2023-03

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELY, NEVADA,
SUPPORTING THE PASSAGE OF NEVADA SENATE BILL 186 REGARDING
TRANSFER OF STATE OF NEVADA BUILDINGS AT THE NEVADA NORTHERN
RAILWAY NATIONAL HISTORIC LANDMARK**

Whereas, NRS § 266.105 empowers the Ely City Council to pass resolutions necessary or proper for the municipal government and the management of the affairs of the City of Ely, Nevada (the "City"), for execution of all powers vested in the City;

Whereas, the City Council historically promotes legislative actions consistent with the goals and functions of the City;

Whereas, Nevada Northern Railway Foundation, Inc. (the "Foundation"), a Nevada nonprofit corporation tax exempt under Section 501(c)(3) of the Internal Revenue Code, is the successor in interest to White Pine Historical Railroad Foundation, Inc. ("WPHRF");

Whereas, in 1990 the City and WPHRF transferred two buildings, commonly referred to as the East Ely Depot (or "Passenger Depot") and the Freight Depot (or "Freight Barn") buildings to the State of Nevada with the goal of developing the Nevada Northern Railway railroad complex in Ely, Nevada, into a major tourist complex;

Whereas, the deeds transferring the two buildings to the State of Nevada reserved a broad and unlimited right to use the two buildings for the benefit of the Foundation, which was consistent with the Foundation's rights in the 1985 deed from the original Nevada Northern Railway Company (which was a subsidiary of Kennecott Corporation) conveying the buildings;

Whereas, today, the State of Nevada only operates the East Ely Depot Museum out of the second floor of the East Ely Depot building;

Whereas, the Foundation operates the vast majority of the Nevada Northern Railway National Historic Landmark complex, consisting of 56-acres, 61 buildings and structures, approximately 30 miles of railroad track, four steam locomotives, eleven diesel locomotives, and over 100 antique railroad cars with the oldest dating to September 1872;

Whereas, the Foundation advertises, markets, and promotes the entire complex using the Foundation's budget;

Whereas, the Foundation's staff greets tourists, explains what there is to see and do, collects admission, and provides a walking tour map that highlights what a tourist should see, including the State Museum on the second floor;

Whereas, the Foundation's operations and activities are vital to the local economy of Ely, Nevada;

Whereas, to maximize the potential of the Nevada Northern Railway National Historic Landmark for the benefit of the City’s local economy, the Nevada Legislature has proposed Senate Bill 186, 82nd Legislature (2023), which provides for the transfer of both the East Ely Depot and the Freight Depot buildings back to the original owners, the City of Ely and the Foundation, while allowing the State of Nevada’s East Ely Railroad Depot Museum to remain in its existing location on the second floor of the East Ely Depot rent free;

Whereas, the City and the Foundation have an extensive relationship, as two City Council members are also members of the Foundation’s Board of Directors pursuant to the Foundation’s Articles of Incorporation and Bylaws, and the City’s and the Foundation’s relationship with respect to several co-owned properties in and around the Nevada Northern Railway National Historic Landmark is governed by a Joint Development Agreement between the parties;

Whereas, to save the Nevada taxpayers millions of dollars in necessary capital improvements and critical repairs and thousands of dollars per annum in operating costs, the Nevada Legislature has proposed to transfer both the East Ely Depot and the Freight Depot buildings back to the original owners, the City and the Foundation, via Senate Bill 186;

Now, Therefore, Be It Resolved that the City Council finds it in the public interest to support the Nevada Legislature’s proposed plan to transfer the East Ely Depot and the Freight Depot buildings to the City of Ely and the Nevada Northern Railway Foundation from the State of Nevada to promote more local control and, therefore, the City Council supports passage of Senate Bill 186; and

Resolved Further that the City Council hereby authorizes the Mayor or a City Council designee of the Mayor to make statements, write letters, and take any other actions necessary or appropriate to support Legislative actions consistent with this Resolution.

DATED this ____ day of _____, 2023.

AYES: _____

NAYS: _____

ABSTAIN: _____

APPROVED:

ATTESTED TO BY:

JERRI LYNN WILLIAMS HARPER
MAYOR PRO-TEMPORE

JENNIFER LEE
CITY CLERK

Councilman Alworth moved to Approve Resolution 2023-03 in support of Nevada Senate Bill 186 regarding transfer of State of Nevada Buildings at the Nevada Northern Railway National Historic Landmark to the City of Ely and Nevada Northern Railway Foundation. Councilwoman Williams-Harper seconded the motion. The motion carried unanimously.

11. PUBLIC COMMENT:

George Chachas stated ongoing concerns regarding his request of a copy of the permit the City had to obtain to complete the water/sewer repair on the intersection of Aultman Street and Ely Avenue on March 5, 2023; his request for any communication regarding the encroachment on Jennifer Lee’s property; when the drainage ices over the sidewalk at his property located at 728 Avenue G causing him liability; alleges the corner of Avenue K and Great Basin Boulevard is not ADA compliant; his request for a list of permitted RVs in the City and if they are paying utilities; and the drainage onto his property from the Bath’s property that is causing erosion on his property due to the lack of curb and gutter, the estimate I received to repair the damage is \$24,500.00 and waiting on two other estimates to present to the City.

Roger Bowers stated I live at 1305 Bell Avenue and I recently purchased a trailer on Avenue O and we discovered a plumbing problem we had to fix. I called the City and they came out this morning. We had to dig some snow and ice out of the way, but the City came and turned the water off at the street. We got the problem fixed and I called the City back early this

afternoon to have the water turned back on and I want to say thank you to the water department on moving so quickly. We got the problem fixed and it was great working with those people.

12. **ADJOURNMENT: THE MEETING MAY BE ADJOURNED BY APPROPRIATE MOTION OF THE CITY COUNCIL.**

Councilman Alworth moved to adjourn the regular meeting of the Ely City Council at **6:26 p.m.** Councilwoman Williams-Harper seconded the motion. The motion carried unanimously.

MAYOR

ATTEST

DRAFT